

SAPC - 3808  
Copy 1 of 4

8 February 1956

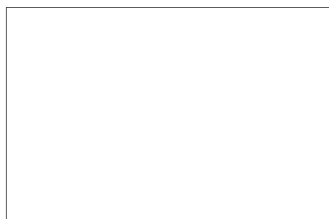
MEMORANDUM FOR THE RECORD

SUBJECT: Meeting at Westinghouse Air Arm,  
Friendship Air Port, Regarding  
the Modified AN/APQ 56 Radar

1. TIME AND PLACE OF MEETING:

The meeting was held the afternoon of 7 February 1956 in the engineering offices of Westinghouse Air Arm, Friendship Air Port, Maryland.

2. ATTENDANCE:



Westinghouse  
Westinghouse  
Westinghouse  
Westinghouse  
Project Staff  
Project Staff

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3. DISCUSSION:

a. The primary subject for the meeting was the difficulty encountered in designing and mounting the radar antenna for the            aircraft.            stated the problems as they presented themselves at his meeting with Lockheed late last month. In brief these are:

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(1) The low altitude requirement of the P2V flight demands an extremely large apperture to permit 2 - 15 mile ground coverage on each side of the aircraft. Beam shaping also presents a problem. In order to surmount these barriers Westinghouse has designed a rather large antenna configuration (approximately 24 inches in diameter and 15 feet long). This design employs a "dish" 743

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type reflector to shape the beam and a variable thickness lens on the radome inner surface.

(2) The low altitude mission also demands roll stability of the antenna configuration that is not necessary at high altitudes. A system employing a plus 15° capability is proposed by Westinghouse.

(3) The large antenna configuration (24 inch diameter, 15 foot length) present numerous problems pertaining to mounting on the aircraft. Discussion with Lockheed reached no definite conclusions; all locations suggested met with disapproval from some area of interest. The most feasible location, along the under side of the aircraft, just outside of the bomb bay doors prevents the doors from opening 100%. [ ] is to check the operational requirement for bomb bay door opening for loading and inflight.

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b. [ ] repeated his desire to obtain a teletype link between Westinghouse and Lockheed and Westinghouse and the site. Traffic of these links would be moderately heavy and of necessity classified. [ ] indicated he would expedite his request.

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c. Westinghouse was asked to review their space and facility requirements at the test site. These requirements are to be forwarded to [ ].

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d. [ ] was asked to outline Westinghouse space and facility requirements at "Base A." [ ] requested time to consult with the field service group at Westinghouse before presenting his requirements in a firm manner.

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e. [ ] were informed of the proper mail and telephone channels. The [ ] address will be used on all correspondence in the future. All telephone calls will be made to [ ] and not to any other Agency or sterile number. [ ] will relay all messages to and from Westinghouse.

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f. [ ] questioned the status of security approvals for a number of his field engineers slated for duty at the site. This request will be forwarded to [ ]

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g. [ ] delivered the new Westinghouse proposal [ ] is scheduled to incorporate this proposal in his definitive contract for Westinghouse now under preparation. Delivery of this contract to Westinghouse is anticipated to be on or about 17 February 1956.

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h. [ ] were asked to review the material on Radan supplied by GPL to [ ]. Both were highly pleased with its configuration and performance figures. They recommended early action by Lockheed to determine the mounting and installation requirements. [ ] indicated that the photos and drawings were to be sent to Lockheed for such action.

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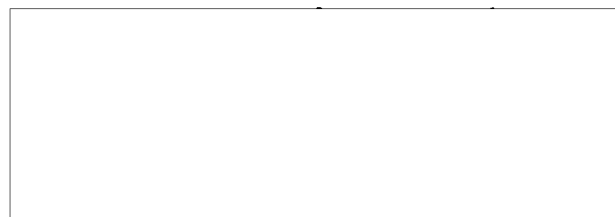
i. [ ] presented a letter for Pratt-Whitney in which the frequency characteristics for the new generator drive mechanism were outlined. These indicate 465 cps (maximum) during take-off climb and 415 cps during operational cruise climb. These figures are very satisfactory as far as Westinghouse is concerned.

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j. A meeting at Westinghouse was tentatively set for 17 February 1956.

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2 - Equine Service

3 - Project Reading

4 - Project Chrono

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